

STORY AND MUSIC OF "ERO  
E LEANDRO"

THE TALK OF THE DAY.

This fable teaches that, under certain circumstances, fine words can be made indirectly to but-

Up bubbles all his amorous breath.  
Right nobly, too, did Schiller hymn the lovers,  
and two centuries of opera-writers—Italian, Ger-  
man, French, English and Polish—have sought to  
weave their pitiful story into a lyric drama.

gestions for musical delineation are obvious. Signor Mancinelli has utilized them in such a manner as to make the song (which for a reason that we shall not pursue awakened memories of the ballatella in "I Pagliacci") the first really tri-

Then there is the matter of thirst. Some thousands of bottles of wine bearing the insignia of celebrated vintages are said to have been selected and put where they can't get away preparatory to their being put where they will do the most good. But it has been observed that Jeffersonian, and especially Jacksonian, Democrats have a low opinion of "soft stuff." As a rule, they want red liquor, a thing which Mr. Croker would never tolerate in a banquet hall, and unless they have gone through a preliminary course of training in his club they will be pretty sure to demand it on the evening of April 13. They will not get it.

### A LESSON IN CANNING.

SEATS FOR ALL PASSENGERS.

The second objection is that if the roads put on so many cars, and the men necessary to operate them, they could not be made to pay. That depends upon what "pay" means. If it means fat dividends on fictitious capitalization, on "watered" stock, probably the objection is valid. If it means a fair return on honest capital actually invested in the roads the objection is vain. The roads could be made to pay, and to pay well. Let us see what they do elsewhere. In Paris there is a streetcar company. It has three hundred cars in use. It pays the city a royalty of \$390 a year for each car, or \$90,000 for all. It provides a seat for each passenger. It provides inclosed station houses and platforms for them at street corners. It gives free transfers from line to line. It pays expenses, pays good dividends on its stock and divides its surplus profits above the proscribed dividends with the city. What would the Metropolitan Traction Company say to that? The General Omnibus Company of Paris gives a seat to every passenger, pays a royalty of \$400 a year on each of its vehicles and makes good profits. In the German cities the streetcar companies pay in

Spain's domestic politics is in great confusion, and it is lucky for her that she is no longer bothered with colonies to divide her attention.

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